Amendments to the Claims:

This listing of claims will replace all prior version, and listings, of claims in the application:

Listing of Claims:

Claims 1 to 9. (Canceled).

10. (New) A fuel injection system for an internal combustion engine, having at least two cylinders, comprising:

at least two actuator elements, at least one actuator element assigned to each cylinder to inject fuel into the cylinder; and

an injection control system configured to at least one of (a) monitor and (b) resolve a conflict in trigger of the at least two actuator elements, the injection control configured to trigger the at least two actuator elements as a function of predefinable time intervals that are a function of a trigger characteristic of at least one of the at least two actuator elements.

11. (New) The fuel-injection system as recited in claim 10, wherein the at least two actuator elements include piezoelectric elements.

12. (New) The fuel-injection system as recited in claim 10, wherein the at least two actuator elements include solenoid valves.

13. (New) A fuel injection system for an internal combustion engine, having at least two cylinders, comprising:

at least two piezoelectric elements, at least one piezoelectric element assigned to each cylinder to inject fuel into the cylinder by one of (a) charging and (b) discharging the at least one piezoelectric element, a single supply unit assigned to the at least two piezoelectric elements to one of (a) charge and (b) discharge the at least two piezoelectric elements;

an injection control system configured to monitor possible overlap of a time interval during which one of the at least two piezoelectric elements is to be one of (a) charged and (b) discharged with a time interval during which another of the at least two piezoelectric elements is to be one of (a) charged and (b) discharged, and at least two injections have

different priorities assigned, one injection assigned a higher priority than at least one other injection having a lower priority;

wherein the injection control is configured to shorten the at least one injection having the lower priority by a predefinable time interval as a function of a time characteristic of the charge and discharge of at least one of the at least two piezoelectric elements, the injector control configured so that the piezoelectric element having the lower priority is not charged when the other piezoelectric element having the higher priority is to be one of (a) charged and (b) discharged.

14. (New) The fuel-injection system as recited in claim 13, wherein the injection control is configured to shift the at least one injection having the lower priority by a predefinable time interval which is a function of a time characteristic of at least one of (a) charging and (b) discharging of at least one of the at least two piezoelectric elements, to such an extent that the time interval in which the at least one of the at least two piezoelectric elements is to be one of (a) charged and (b) discharged does not overlap with the time interval in which the other piezoelectric element is to be one of (a) charged and (b) discharged.

15. (New) The fuel-injection system as recited in claim 13, wherein the time characteristic of the predefinable time intervals is a function of a duration of an edge of at least one of the high-priority and the low-priority injection and a predefinable dynamic interval.

16. (New) The fuel-injection system as recited in claim 13, wherein the injection of fuel is configured to be implemented by at least two of the following injections: at least one pre-injection, at least one main injection, and at least one post-injection.

17. (New) A method for operating a fuel injection system for an internal combustion engine having at least two cylinders, the fuel injection system including at least two actuator elements, at least one actuator element assigned to each cylinder for the injection of fuel into the cylinder, comprising:

at least one of (a) monitoring and (b) resolving possible conflicts in triggering of the at least two actuator elements;

wherein the monitoring is implemented as a function of a time characteristic of at least one of (a) charging and (b) discharging of the at least two actuator elements in an injection having at least one of a higher and lower priority.

18. (New) The method for operating as recited in claim 17, wherein the fuel injection system includes at least two piezoelectric elements and at least one piezoelectric element being assigned to each cylinder for the injection of fuel into the cylinder by one of (a) charging and (b) discharging the at least one piezoelectric element, and a single supply unit configured to one of (a) charge and (b) discharge the at least two piezoelectric elements, further comprising:

monitoring whether a time interval, during which one piezoelectric element is to be one of (a) charged and (b) discharged, overlaps with another time interval during which another piezoelectric element is to be one of (a) charged and (b) discharged; and

monitoring whether in a low-priority injection one of (a) charging and (b) discharging occurs within a predefined time interval around a time of one of (a) charging and (b) discharging of a higher priority injection, the predefinable time interval being a function of a time characteristic of one of (a) charging and (b) discharging of the injection having at least one of the higher and lower priority.

19. (New) The fuel-injection system as recited in claim 10, wherein the internal combustion engine is configured as a diesel engine.

20. (New) The fuel-injection system as recited in claim 13, wherein the internal combustion engine is configured as a diesel engine.

21. (New) The method for operating recited in claim 17, wherein the internal combustion engine is configured as a diesel engine.